

HOPE FOR CONSUMPTIVES.

BY AN OBSERVER

Special Correspondence.

Deming, N. M., June 10.—The national colony and sanitarium for consumptives, located in southwestern New Mexico; climatic conditions unsurpassed; an inspiration to the healthy, a haven for the sick.

The average winter day—crisp, cool mornings and evenings, balmy at noon, and proverbially cool nights. Glorious weather to walk in, to ride in, to work in, sleep in and to play in.

There are very few days when children and invalids may not be out in perfect safety and enjoyment. The spring and fall days are perfect, an unbroken combination of cool breezes and warm suns. The summers never know a warm night, and the very air is fragrantly clear and tonic.

Blessed with sunshine, pure air and pure water, a combination that gives life, rids disease, nourishes hope, warms the soul and lifts up the heart. Year after year, we have eleven sunny days to one cloudy day; while in the eastern cities and in the east generally, the sunny days are fewer than the gray ones. This means clear skies, brilliant and intoxicating, with dazzlingly bright stars not often seen in damp climates. The dryness of the atmosphere gives the air by night and day, a sparkle that is like the bead on champagne, and the little, soft, cool showers generally come to cool the air and make sleep refreshing and restful.

The Climate a Sanctuary.

To the well the climate is an inspiration; it doubles the value of life; there is no excuse for not doing one's best. Psychologists say that more murders, suicides, and crimes of all sorts are committed on gray days, in damp, gloomy weather, than on bright days; gray weather is for despondency, discouragement and uncharitableness, if these be in a person. To the sick this climate is a haven, a sanctuary. As in the days of old the church was a refuge where the pursued, the weak, the helpless could flee for sanctuary, and be, for a time at least, safe from the evil that threatened, so Deming is a sanctuary for the sick who sometimes shake off their pursuer—death—and always have some respite at least from his pursuit. Every one is better here; the majority get entirely well, and even those at death's doors have a pause before they must cross the dreaded threshold; the very air helps to destroy the germs of consumption, and if a consumptive has any hope, he can, usually expand it into life here.

Our bad weather is not very bad at the worst—an occasional storm is mean and we do not like it, but after it is over and the sand is brushed and washed and combed out, it is to be remembered that sleet, slush and cold, driving rains are far worse, worse to endure, do more destruction and are more fatal to health. There is no pneumonia, no grip, no fever and ague, no rheumatism in a sand storm, but it is a sinner pure aggravation.

Comfortable in Summer.

Almost all strangers to Deming will ask, "But is it not very hot here in the summer time, and are the winters warm?" because it is so far south people who do not know attribute it to the climate of the southern lowlands, with oppressive heat, when the fact is that it is on the highlands, and the great altitude, 4,300 feet, modifies the temperature so that it has all the benefits of a southern climate, with none of the ills of malaria and other debilitating influences, and all the energizing ozone of the highlands without the severity of climate of the highlands of the north.

In a low, damp climate the damp air acts like a blanket, and the hot summers are deadly, the winters bitter and merciless. The humidity kills. In Deming the thermometer may range much higher, but, owing to the altitude, and absolute clearness of the air, the heat is not oppressive. In New York and other cities of the east, and further north, in midsummer we read of men and beasts perishing from the heat, while here, with the higher temperature, no one ever succumbs to the heat, even in midday on the streets. From 11 o'clock until 4 in midsummer is very warm in the sun, but the shade is always cool, and there are always little refreshing breezes, so that one can comfortably cool off and enjoy life.

It is the lack of humidity that makes the midsummers not only tolerable, but delightful. One never sweats and stifles and gasps for breath, even in the blazing noons of the hottest June days. It is a simple scientific fact, that the sun's rays do not warm the air through which they pass. This is easily proved by the fact that the higher aeronautes go the cooler the atmosphere. The sun's heat goes through dry air as it does through a glass window without heating it. But when the air is damp and heavy with vapor the sun heats the moisture, and each drop becomes a little radiating mass of heat. The vapor thus heated

forms a heavy upper blanket and the earth, which also holds the heat of the sun, is below, and so the dweller in damp climates is in the hot days stifled between the two, and must gasp and gasp, and often perish for breath. There being no moisture in the air here, there is no upper blanket of heat to stifle the laborer when he goes about his daily toil in midsummer.

Old Sol's Antiseptics.

Besides tempering the heat of the sun and making the temperature so delightful, the dryness of the air makes the country clean and sweet and healthful. The sun, the dryness and the winds together keep the country thoroughly disinfected. A disease germ or any uncleanness is soon disposed of. Meat may be cut and hung in the air and it will simply dry and harden—never spoil or gather to itself myriads of germs, of rot and uncleanness and disease. An animal left dead on the plains is seldom offensive in odor. It simply dries up without offense to the nostrils.

Disease germs usually live and have their being in moisture; the dry air dries up their favorite medium, and materially lessens their chance of harm. The sun's rays lighting upon a moist disease germ, will, in drying up the moisture, create a little peroxide of hydrogen, and peroxide of hydrogen, being one of the finest disinfectants known to science, the disease germ has to die. This little chemical performance is nevertheless a great boon to the world, where the sun shines so freely. The sun is everywhere a cleaner and purifier, but here, where he shines every day, and his rays strike directly, he does more of it than elsewhere. Where man is careless, the sun, the winds and dry air all together do much to save him from the punishment of his own carelessness and help to keep this country clean and healthful. Hence it can readily be seen why the national colony and sanitarium for consumptives has been located here. The location is endorsed by the government, and the fact that this is a purely benevolent association does away with any suspicion which may arise as to any object of speculation or profit to the founders, and the whole plan is so thoroughly safeguarded that it will be impossible for any official to misappropriate the funds of the association. The high character of the board of managers and officers of the association is a full guarantee that every dollar contributed will be applied to carry out the humane objects for which the institution is organized.

NARROW ESCAPE.

Mail Carriage at Dona Ana Under the Wheels.

Julian Gonzales who delivers the mail to the Dona Ana depot, met with a painful accident Friday night at 11:30, says the Las Cruces Citizen. Mr. Gonzales had hung the mail sack on the depot and as the train was pulling in, he reached for the sack, lost his footing and fell in front of the engine. His right foot was severed above the ankle joint, and he also sustained a painful bruise about the head. Had not the engineer been so quick in stopping the train, which was done in less than a second, the man would have been crushed to death.

He was placed on the train and brought to Las Cruces, where the conductor, assisted by Sheriff Jose B. Lucero sent for a doctor and had Gonzales removed to comfortable quarters. Mr. Gonzales is 50 years of age, and it is believed that he was asleep and had not fully awakened when he fell from the platform.

The passengers who were present when Mr. Gonzales was being questioned by Sheriff Lucero all agree that he must have been asleep, and that the accident wasn't the company's fault.

MRS. MARY C. HADLEY.

Her Death at Watrous Last Thursday Night.

Mrs. Mary C. Hadley, whose life ended Thursday night last at 10 o'clock, was the wife of Ozo A. Hadley of Watrous, N. M. Mrs. Hadley was born in Cherry Creek, Chautauque county, New York, March 29, 1832. She was married to Ozo A. Hadley February 17, 1849. A happy married life of fifty-four years and nearly four months was theirs. The tie is broken, a noble woman, a loving wife and exemplary mother has gone to her last long rest. Leaving their native state in 1855 to pioneer in the far west, Mr. and Mrs. Hadley emigrated to the then territory of Minnesota. In 1865 they located in Little Rock, Ark., with their two daughters, Arrie A. and Eltie E. Hadley. Both daughters were married there. The oldest, Mrs. Louis C. Tetard, died in Las Vegas July 16, 1890. The youngest daughter, Mrs. W. H. Hallett, resides at Watrous. In December, 1881, deceased with her

husband, came to New Mexico and they have resided here ever since.

Mrs. Hadley through life ever showed those lovable qualities that endeared her to all with whom she was associated. Those who knew her best loved her most. Another beautiful character lost to earth is blessed in a better home beyond.

ROOM FOR ONE MORE.

Pablo Sedillo Taken to the Asylum for the Insane.

Deputy Sheriff C. R. Huber left Santa Fe for Las Vegas last night where he placed Pablo Sedillo in the territorial insane asylum, there now being room for another from Santa Fe county in that institution. Sedillo is a native of Santa Fe county and has been mentally afflicted for some time. He was placed in the county jail two months ago because he was no longer considered a safe person to be at large and has remained there ever since, there being no room for him at the Las Vegas hospital. This leaves five insane persons in the Santa Fe county jail.

Work at the Madrid Coal Mines.

The entire force now employed at the Madrid coal mines in Santa Fe county by the Colorado Fuel and Iron company numbers about 150 men, of which 100 are employed under ground. The daily output, anthracite and bituminous coal combined, will figure up about 300 tons. The company is prospecting with a diamond drill in the vicinity of the camp for other coal deposits, but up to date nothing of any satisfactory character has been found.

REACHED MORIARTY.

Tracklaying on the Santa Fe Central Passed That Point at Noon Saturday.

General Manager W. S. Hopewell at 3 o'clock Saturday afternoon received the gratifying intelligence that the railroad track of the Santa Fe Central was completed to Moriarty at noon that day, and that this occurrence was celebrated by the citizens of that town and by the track laying gang with bonfires, firing off guns and pistols and other evidences of joy and hilarity. The weather commenced to clear up out there Saturday morning and was good enough to allow work on the track. The tracklaying machine is keeping right along putting down track and steel rails and worked all day yesterday.

Frank Ackerman, attorney, who was at Chicago on some important matters, has returned to the city.

THE CLIFTON DISASTER.

Thirty-One Lives Lost in the Cloudburst and Clifton.

GREAT DAMAGE TO PROPERTY.

A special dispatch from Clifton to the El Paso Herald, dated June 11, says:

Twelve bodies of flood victims have been recovered, but the death list is generally placed at thirty-one. Many of the bodies will never be recovered, although hundreds of men are engaged in the search.

The rush of waters bore most of the bodies from Chase creek into the San Francisco river. So fierce is the current that the bodies will be carried far down the stream or will be covered by silt and wreckage.

Harrowing tales of death are brought in by people living along Chase creek.

One man reports that he counted twelve people struggling in the water and believes that all of them were lost.

One Mexican woman lost five children who were swept away with the wreckage of her hut. None of the bodies have been recovered.

Every able bodied man has been pressed into service to clear away the wreckage in the hopes that the bodies of the missing may be recovered. Hundreds are at work around the mouth of the creek, where the greatest damage was done.

The baby gauge road running to Metcalf was almost wholly washed away in many places. It will be two or three weeks before it can be operated. All the idle men can find work on construction forces, which may help to avert trouble.

First estimates as to the amount of damage done to company property are far below the actual facts revealed as the waters subside.

District Court.

The case of E. A. Tegen vs. the Bluewater Land and Irrigation company, which has been occupying the district court and a jury all the week, went to the jury this afternoon. The arguments were all in before adjournment this morning, and Judge Baker charged the jury on the opening of the court this afternoon.

The case of William Parr vs. the Catholic Sanitary Board is being taken up.

SESSIONS CLOSED.

Sunday School Association Adjourns After Good Meeting at Santa Fe.

COMMITTEES AND NEW OFFICERS.

The convention of the New Mexico Sunday School Association closed its session at Santa Fe Thursday evening. Wednesday afternoon the devotional exercises were led by Rev. R. A. N. Wilson, after which Mrs. J. Woodbridge Barnes delivered an address on "Childhood, its Possibilities and Limitations." The address was exceptionally fine and Mrs. Barnes has proved herself to be a host in herself. The following committees were appointed:

On nomination: Professor J. A. Wood, Mrs. M. C. Berger, Mrs. George Kinsell and W. J. McPherson, all of Santa Fe.

To draft a constitution: F. W. Spencer of Albuquerque; S. W. Clark of Paton; Professor J. A. Wood of Santa Fe, with Mrs. Barnes and Rev. R. A. N. Wilson to assist.

Resolutions: Rev. A. C. Geyer of Las Vegas, S. W. Clark of Paton, and F. W. Spencer of Albuquerque.

Finance: Judge John R. McPhee, Rev. W. A. Cooper, and F. E. Dunlavy, all of Santa Fe.

The treasurer was absent and did not send a written report. The annual report of F. W. Spencer of Albuquerque, secretary, was submitted. The report shows that in 1902 there were ninety-seven Sunday schools established in New Mexico, divided as follows: Baptist, 16, Congregational, six, Episcopal nine, Presbyterian 31, Methodist Episcopal thirteen, Methodist South nineteen, Union three.

Those that reported to the secretary in 1902 numbered fifty-seven as follows: Baptist five, Congregational two, Episcopal five, Presbyterian twenty-four, Methodist ten, Methodist South, eight, Lutheran one, Union three. Those that reported to the secretary for this year number forty-eight and are as follows:

Baptist five, Congregational four, Episcopal three, Presbyterian twenty, Methodist South five, Union five. The new schools number fourteen and are Baptist three, Congregational two, Presbyterian four, Methodist one, Union four. The membership last year was as follows: Baptist 492, Congregational 187, Episcopal 243, Presbyterian 1,375, Methodist 1,094, Methodist South 484, Union 166, or a total of 4,941. This year the membership is 5,238, an increase of 1,197, and is divided as follows: Baptist 606, Congregational 342, Episcopal 265, Presbyterian 1,696, Methodist 1,121, Methodist (south) 619, Union 697. The average attendance last year was 2,552 and this year 3,593, an increase of 1,041. The attendance is divided as follows: Baptist 380, Congregational 202, Episcopal 178, Presbyterian 1,082, Methodist 701, Methodist (south) 479, Union 571. Thirteen schools have separate rooms for the primary department, thirteen are observing decision day, two, the Methodist at Las Vegas and the Presbyterian at Silver City, have home departments. In the former fifty-five are enrolled and in the latter sixty. Eight hold teachers' meetings. It is estimated there are 111 schools in the territory now.

Bernalillo county has been organized with J. W. Morning as president, C. H. Appleton as vice president, and J. A. Hammond as secretary; Santa Fe county has organized with W. H. Kennedy as president, J. A. Wood as vice president, W. J. McPherson as secretary and C. L. Bishop as treasurer. Vice presidents selected for the territorial association are J. G. McNary of Las Vegas, R. H. Carter of Raton, J. M. Reid of Roswell, and D. J. Aber of Tucuman.

Albuquerque is the only applicant for the next meeting, but the selection of the place will be made by the executive committee.

Wednesday evening the devotional exercises were led by Rev. A. C. Geyer of Las Vegas. The principal address of the evening was by Rev. R. A. N. Wilson on "Sunday School Teaching as a Life Work" and also on "The Home Department." The subjects were handled in a masterly manner and to the thorough enjoyment of all present.

In the business session the constitution submitted was adopted and the following officers, as reported by the nominating committee, were elected:

President—Judge John R. McPhee of Santa Fe.

Vice President—S. E. Leeman of Raton.

Secretary—F. W. Spencer of Albuquerque.

Treasurer—C. H. Appleton of Albuquerque.

Chairman of the Executive Committee—W. J. McPherson of Santa Fe.

Judge John R. McPhee accepted the presidency in a brief speech in which he referred to Mrs. Barnes and Rev. R. A. N. Wilson as "the dynamos."

Thursday morning at 10 o'clock, Mrs.

Barnes conducted an institute especially for teachers.

Thursday afternoon the first address was by Rev. R. A. N. Wilson on "Planning for Definite Results." The address was a masterly one and full of excellent suggestions and ideas. At 4 o'clock Thursday afternoon Mrs. Barnes took a class of children and taught them as a model for teachers to observe.

THE CHICAGO TAYLOR.

A Veteran Printing Press Goes to the Mesilla Valley.

When Capt. L. Lapoint, editor and proprietor of the Las Cruces Citizen was here the other day, he was told that The Citizen had a cracker-jack in the way of a cylinder power printing press for sale. Captain Lapoint promptly agreed to purchase same at our figures, and the press was taken down, boxed and loaded into a box car at the local depot Saturday afternoon. It has no doubt ere this reached its destination in the Mesilla valley, and if Capt. Lapoint gets a good pressman to put it up he will have a press that will last him for many years to come.

This "Chicago Taylor" drum cylinder has a wonderful history, and beats all the improved machinery manufactured. It was the first cylinder press used in printing the Rocky Mountain News years ago; was humped into the Platte river; dug out of the river and shipped to Las Vegas where for years it dispensed news through the columns of the Gazette, and was then shipped to this city, being in use at The Citizen once up to the time it was supplanted by a two-revolution Cottrell press.

The captain will find the Chicago Taylor a faithful old press, capable of running off a thousand papers an hour, and plenty large enough for the conditions for many future years. It is a press that never balks nor refuses to work, except when its owner fails to pay the pressman and printer—then it gets on a high horse, and only a little oil and sweet persuasion will make it work. Get a pressman, with the aid of a machinist, to put it up, captain, and you will have a gem of a press in your office.

The San Bernardino Sun says: Frank Peterson, who is in the employ of the Santa Fe in Albuquerque, arrived on the overland yesterday morning and will spend several days here visiting with Frank Smithers of the local coach department. From here he will go to Los Angeles, where he will spend a week before leaving for home. He comes west on a vacation made necessary on account of poor health.

There is a decided revival of interest in the gold camps of the Golden mining district. Some fine specimens of gold bearing ores have been shown in this city the past week, said to have been taken from mines there and this is a very good sign of renewed activity in the near future.

A five ounce piece of gold bearing rock, taken out from the old Las Vegas mine were shown here the other day. The fissures of the sample were filled with a foil of gold. The piece contained about two ounces of gold (\$40) and the owner stated that it came from a well defined lead about two inches in thickness. No work is being done on the Las Vegas mine at present.

E. B. Ryckman, a prominent solicitor and barrister of Toronto, Canada, representing and interested in the Baird Mining company, which company controls 180 acres or nine placer claims three miles from Golden, claims same to be quite productive of the yellow dust, visited the properties this week. He was accompanied by George H. Doran, vice president of the Fleming H. Revell company, publishers, of Chicago. They were in Albuquerque Monday and left Tuesday morning going through Tijeras canyon for Golden, returning to the railroad at Cerrillos on Thursday night, after being out in the rain three days. Mr. Ryckman's visit here at this time was occasioned by some alleged crooked work by W. S. Risworth, who, until his departure for Old Mexico, was in charge of the Baird Mining company's properties in New Mexico. Mr. Doran, so Mr. Ryckman stated, was just out on a little pleasure trip. But Mr. Ryckman is not sorry on account of the trip and the few days of wet weather he experienced, although it was very disagreeable, to say the least. In fact, he stated to a representative of The Citizen that he was glad he came and was much gratified by what he saw out at Golden. He believes the Baird company's properties to be rich and will have work begun on them within the next six weeks. The Baird company has machinery with which they expect to extract the gold from the sand.

MINING REVIVAL.

Golden District Showing Signs of Renewed Activity.

GOOD MINERAL DEPOSITS.

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Railroad Topics

The railroad to Bland should be built. Although mining matters have been rather quiet in the Cochiti the past two years, yet large and valuable ore bodies exist in the district and need but railroad facilities to give employment to several hundred men or more.

Ryemere Van Sickle, said to have been the oldest living railroad engineer in the country, died in the almshouse at Winnebago county, Illinois, last week, aged 96. He was a graduate of Princeton university, and in 1854 ran an engine on the old Borden town & Trenton railway.

The case of Maria Snyder vs. the Atchison, Topeka & Santa Fe Railroad company for the death of her daughter, caused by being struck by one of the railroad company's trains near Hot Springs, N. M., has been decided in favor of the company, the court holding that the deceased was a trespasser upon the company's property at the time of her death.—El Paso News.

George De Long and wife left this morning for California. Mr. De Long is a machinist in the local Santa Fe Pacific shops and is suffering a slight illness from overwork. They will be on the coast a month and Mr. De Long hopes to recuperate in health.

Dr. W. E. Haldus, surgeon for B. Lantry Sons, on the Santa Fe cut off, was in the city yesterday and returned to Helen last night.

It is authoritatively denied that the directors of the Atchison, Topeka & Santa Fe road intend to authorize the issue of additional bonds in the near future.

The line of the Phoenix & Eastern, between Phoenix and Mesa City, a distance of about twenty miles, has just been opened to passenger and freight traffic.

The freight handlers' strike is settled for the time being at least by the flood, at Kansas City. The men have decided by an overwhelming majority to waive the question of wages and return to work.

The back shop force is doing good work these days. Seldom a day passes but from one to three engines are turned out after being repaired and overhauled. Nos. 805, 663 and 758 were the harvest yesterday.

B. W. Robbins, general freight and passenger agent of the Santa Fe Central railway, left for a few days' visit to Denver, Colo., on business connected with his position.

A. C. Hobart, formerly superintendent of the Guadalupe division of the Central, has been appointed superintendent of the San Luis division of the same road, in the place of C. O. Wheeler, who has resigned. Change will be effective June 10.

With the expiration of the present contract by which the Chicago, Rock Island & Pacific railroad leases the Des Moines & Fort Dodge, the intimate relations between these two properties will cease. The present lease expires in two years. Edwin S. Hawley and a party of capitalists, it has recently developed, have secured control of the property.

SEVERE RAIN STORMS.

Delay Construction Work on the Santa Fe Central.

Telegraphic advices to General Manager W. S. Hopewell, of the Santa Fe Central, state that at the close of work Wednesday evening the tracklaying machine and gang were one mile and one-third of a mile south of Moriarty. Four thousand six hundred feet of track were put down Wednesday, but work was very much delayed by a very heavy rain storm, which lasted all that afternoon. It rained during Wednesday night and was raining on the Estancia plains Thursday. A great deal of water has come down during the past week, and in many places the Estancia plains are covered with water from one to two feet deep. If the rain ceased tracklaying was resumed and Moriarty station should have been reached some time Thursday. The rainfall on Estancia plains during the present month has been unprecedented and a vast amount of rain has fallen during the entire past week.

Much difficulty has been experienced in doing track work, but every available chance for work has been taken advantage of and utilized.

MANY NEW ENGINES.

Santa Fe Figures in the Recent Locomotive Bookings.

The Wabash has placed an order for twelve simple locomotives for September delivery. They will weigh 170,000 pounds each, with 90,000 pounds on the drivers and will have cylinders 21 by 26 inches.

The Mexican International has ordered five simple locomotives for delivery this month and in October. They will weigh 190,000 pounds, with 170,000 pounds on the drivers.

The El Paso & Southwestern has placed orders for four simple "Pac-

fic" three simple consolidated and two simple decapod locomotives.

The Santa Fe and Chicago & Northwestern are each having 226 locomotives built at the Baldwin works.

LAYING EIGHTY POUND RAILS.

Southern Pacific Railway Figuring on a Thirty-Five Mile Schedule West of El Paso.

There is 150 miles of eighty pound steel rails being laid on the Los Angeles division of the Southern Pacific, in place of the sixty pound rails. This is in view of making faster time and engineers are expected to pull at the rate of thirty-five miles an hour.

In line with the above, Superintendent C. C. Stroufe said to the El Paso News:

"The Tucson division has just completed laying thirty-five miles of new eighty pound rails, replacing the sixty-two pound ones between Adonde and Yuma and we are receiving eighty pound rails, all new, to replace eight miles of sixty-two pound rails between Sylbi and Dragon, in the Dragon mountains.

"This work will be done within the next thirty days and then the Tucson division will be equipped with heavy rails from Yuma to Lisbon, a station in New Mexico, ten miles east of Lordsburg. This will be a continuous stretch of heavy rails 426 miles from Yuma.

"There will remain 124 miles of sixty-two pound rails between Lisbon and El Paso, which will come out next year.

"We don't consider this work as any special feature for faster time, but of course it will enable us to make faster schedules, if found necessary.

"We consider it in line with President Harriman's policy to replace all light rails with heavier rails and his general policy of betterment to place all of the Harriman lines in first class condition to handle the increased volume of both passenger and freight business. In the safest and most economical manner to meet competition, as well as to render the best possible service to our patrons."

RAILROAD CHANGES.

Auditor of Disbursements to Be J. W. White.

Further particulars regarding the probable appointment of J. W. White to the position of auditor of disbursements of the Santa Fe to succeed the late I. S. Lauek have been given out at the general offices, says the Topeka State Journal.

Mr. White is to come here from Los Angeles, Cal., where he has had his headquarters as auditor of the Santa Fe coast lines.

Mr. White is said to be just the man for the place on account of his being thoroughly familiar with the work. He was employed in the office of the auditor of disbursements for a good many years and at the time he left here to accept the position of auditor of the Santa Fe coast lines he was chief clerk to Mr. Lauek.

It is stated that A. S. Jennings, now auditor of the Gulf, Colorado & Santa Fe railroad, is to succeed Mr. White as auditor of the coast lines and J. E. Baxter, now auditor of the Gulf, Beaumont & Kansas City lines, is to succeed Jennings.

There is a rumor being circulated at the general offices to the effect that C. J. Webb, Chicago, is to be made auditor of the G. B. & K. C. to succeed Mr. Baxter. Mr. Webb is well known in Topeka. He left the position of chief clerk to the division superintendent of the Santa Fe at this point to go to Chicago where he is now employed in the office of President Ripley. This was about two years ago. Mr. Webb is a prominent Mason and at the time he left Topeka was grand master of that lodge.

Thursday evening the last session of the convention was held. It opened at 8 o'clock and the first address was by Rev. A. C. Geyer of Las Vegas, on "The Child for Christ." At 9 o'clock S. W. Clark of Raton spoke on "Sabbath Desecration." The convention then closed by informal handshaking and farewells.

FINGERS CRUSHED.

Margarito Romero Painfully Injured While Riding in a Hack.

Margarito Romero of Las Vegas was painfully injured the other day. He was riding from the Montezuma hotel to the depot in the hotel hack and his hand was resting on the open window. A sudden jolt of the vehicle caused the window to become loosened from its fastenings and it fell on his fingers, tearing the flesh of two fingers to the bone, and making an ugly wound.

The Phoenix & Eastern road, now building from Phoenix to Benson, will burn oil in its engines. Oil fuel costs about \$5 per ton laid down in Phoenix. One ton of oil equals three tons of coal for heating purposes.